

Details.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"LUTZOW", Capt. G. Dovers	WEDNESDAY, 20th Oct., Noon.
KUDAT and SANDAKAN	"BORNHO", Capt. F. Sembil	WEDNESDAY, 20th Oct., 5 P.M.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"PRINZESS ALICE", Capt. P. Grosch	About WEDNESDAY, 20th Oct.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"COBLENZ", Capt. H. Riegner	FRIDAY, 5th Nov., Daylight.

For further particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th October, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length.....515 ft.
Width of Entrance ... 80 "
Water on Blocks 28 "

NO. 2 DOCK.

Docking Length.....376 ft.
Width of Entrance... 50 "
Water on Blocks ... 26 "

NO. 3 DOCK.

ON COURSE OF CONSTRUCTION.
Docking Length.....481 ft.
Width of Entrance... 63 "
Water on Blocks.....21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Seiling Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repair.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebert, Scotts, A. I. and Watkins.

Yokohama, April 28th, 1903.

BOMBAY AND THE NAVY.

IMPORTANT DEVELOPMENTS.

Bombay is destined to play a very important part in the future naval defence of the Empire, and large works are now in progress, with this end in view. The dockyard of the Royal Indian Marine that exists at Bombay is far too small to deal with the requirements of a modern fleet, while its plant and equipment are for the greater part quite obsolete.

The first step in the development of Bombay has already been taken. This is the construction of a new breakwater that will enable warships of the largest type to lie beside it at all states of the tides. The want of such a breakwater has long been felt in the past. Work upon this breakwater was commenced towards the end of 1904, the expenditure of something like twenty thousand pounds being sanctioned for the purpose of its construction. It extends to sea for a distance of 1,300 feet, and has a width at the top of 350 ft.

This breakwater starts from the entrance to the present dockyard, and is so designed as to form, with the existing Ballard Pier, a deep water basin in which a whole fleet might ride at anchor in safety, no matter how fierce a storm might be raging outside. It is now proposed to double the length of the breakwater, and to curve it round towards the Ballard Pier, leaving only an entrance of about six hundred feet. The area of the basin as thus enclosed will be about fifty and sixty acres. The extension of the breakwater is to be the next great work taken in hand.

Large dredgers are to be built in this country and sent out to Bombay to deepen

THE NEW BASIN

so that the largest ships may be able to anchor in any portion of it. There are, at the present time, one or two sandbanks in the basin that might prove dangerous to navigation of large battleships or cruisers, and these it is proposed to remove. The dredgers are to be among the most powerful that have ever been built in this country, and tenders for their construction will be invited almost immediately. At the present time there are two or three dredgers of moderate size upon the spot, but these are not deemed sufficient to carry out the work of deepening the new harbour by the time it is desired to complete this work.

While this dredging is going forward and the extension of the breakwater is taking place, the task of exminating the dockyard and determining what extensions are necessary will be taken in hand. For this purpose experts from British dockyards are shortly to be sent out, and upon their report will depend the work to be undertaken. Bombay, it has been definitely decided, shall be the naval base and repairing and equipment station for the whole of the fleet. The dredgers are shortly to be sent out, and upon their report will depend the work to be undertaken. The modern journals in the pupil, the creature, of Macaulay. He has his emphasis, his clearness, and his complete satisfaction with some point of view dictated by party or by the necessities of the moment, and he has his perfectly admirable balance and conciseness."

If, continued Professor Raleigh, he had to put in a word, Burke's claim to greatness, he should say that he kept nothing out of literature. The same might be said of Shakespeare. It was a misfortune that in literature the range of subjects was so limited.

"I do not know whether a nation can go mad," he observed later, "but it can certainly be drunk with ideas. If the French Revolution did not prove it—and it does prove it—you can see it illustrated every day in party freaks and international politics."

For Sale.

SPECIAL SALE OF WORK

in aid of the

ORPHANS AND THE HOME FOR THE DESTITUTE.

THE Superioress and Sisters of the Italian Convent have the honour to announce that their ANNUAL SALE OF NEEDLEWORK, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for presents, will be held at the Convent on 21st, 22nd, and 23rd of this month, commencing each day at 10 A.M.

The Superioress and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying branches, and the helpless aged and infirm in the Home for the Destitute at Wan Chai.

ITALIAN CONVENT,

28, Caine Road,

Hongkong, 11th October, 1909.

[712]

FOR SALE.

JUST RECEIVED:

A SELECTION OF
FLOWER, VEGETABLE AND
FRUIT SEEDSin packet of 10 cents each
AND
Parcels from \$1 to \$10 each.

LAWN GRASS SEEDS.

FERTILIZER.

Garden Boots with wooden soles and thick felt lining.

Pictorial Guide to Gardening, &c., &c., &c.

Inspection invited—

GRACIA & CO.,

27, Des Voeux Road,

Hongkong, 9th October, 1909.

[65]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES

AND

TOILET REQUISITES

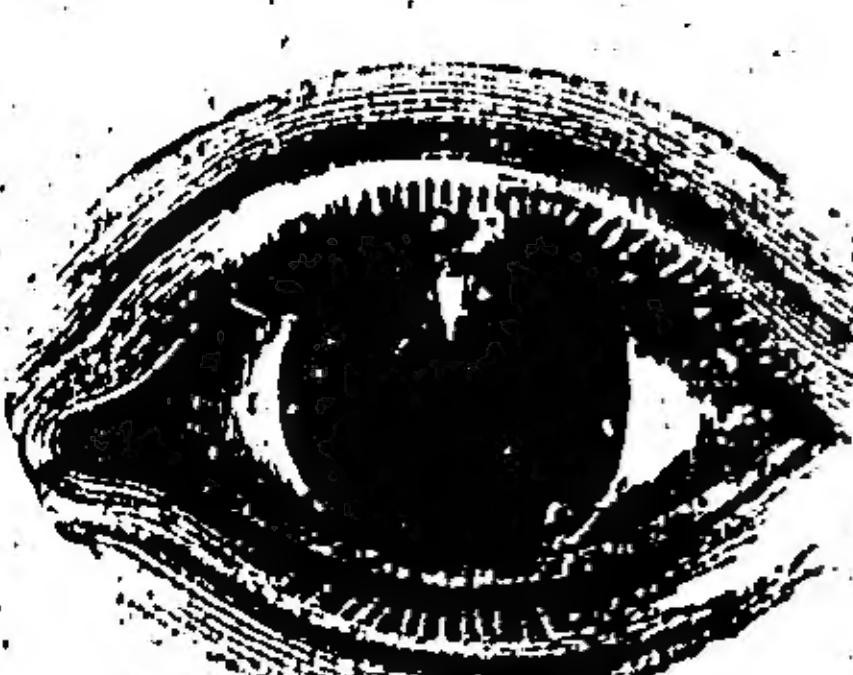
FOR SALE.

15, D'AGUILAR STREET,
HONGKONG,
Hongkong, 1st November, 1909.

[61]

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

London Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.LONDON,
1, John Street, Bedford Row, W.C.
GALCOTTA,
19, Bentinck Street
SHANGHAI,
104, Nanjing Road
Hongkong, 1st March, 1909.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and
HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully
executed.

Hongkong, 6th September, 1909.

TO LET.

GODOWN, a. 54, DUDDLE STREET.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st June, 1909.

[61]

TO LET.

OFFICES, No. 2, CONNAUGHT ROAD,
3rd Floor.No. 1, CLIFTON GARDENS, CONDUIT
ROAD.

A HOUSE in WONG-NAI-CHONG ROAD.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and NO. 108, DES VOEUX
ROAD EAST to the Hongkong Hotel.

FLATS in MORLEY TERRACE.

NO. 10, DES VOEUX ROAD CENTRAL,
1st Floor.

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Hongkong, 1st June, 1909.

[61]

Intimation.

Public Companies.

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY
MEETING of SHAREHOLDERS will
be held at the Offices of the Undersigned, on
FRIDAY, the 22nd inst., at 11 A.M.The TRANSFER BOOKS of the Company
will be CLOSED from the 8th to the 22nd
instant, both days inclusive.JARDINE, MATHESON & CO., LTD.,
General Agents.

Hongkong, 5th October, 1900. [702]

THE RAILWAY KING.

LATE EDWARD H. HARRIMAN.

Individualism was typified in the person of the late Edward H. Harriman, the "Railway King" of America, who died the other day, after a comparatively short illness, at the age of 61 years. He was an uncrowned but absolute monarch in the great Republic, where, nominally, one man is as good as another. The first whispers of serious illness were sharply reflected in Wall-street, and no sooner was his death announced than brother princes of financial world found it necessary to form the usual "combine," with a capital of five millions sterling to prevent the "bear" raids that were beginning on the principal Harriman stocks. It is safe to say that the passing of the "Railway King" has more powerfully affected world-embracing money movements than would be the demise of any ruler who wields the sceptre by hereditary right.

THE SON OF A CLERGYMAN.

It was in the rectory of a little church at Hampstead, Long Island, that the man who was destined to exercise enormous power first saw the light, on February 25, 1848. He was the son of the Rev. Orlando Harriman, rather less than passing rich on twice forty pounds a year, a stipend that was not always paid. Indeed, five years after the birth of Edward, his reverend father left the parish, as the result of a controversy with the officials over the question of arrears of salary, and the family moved to Staten Island, and thence to Jersey City. Then followed a period of dire poverty, where in the heroism of the mother, a woman of an old aristocratic family, shone out conspicuously. Four sons and two daughters had to be maintained and educated, and their finances were at the lowest ebb when, towards the end of the sixties, some money was inherited by the death of a relative. It was not much, but it enabled the harassed pastor to retire to a comfortable home in Jersey City. Here Edward Harriman was educated in the district and church schools, and as a youth made his first start in business in the capacity of a clerk.

A MODEST BEGINNING.

Whether by practising the strict economies that marked his boyhood at home, or by a lucky rise in speculation, is not ascertainable, but in 1870 he appeared on the floor of the New York Stock Exchange as a member. From the very outset of his trading he was successful. He was a nimble and shrewd operator, and made no mistakes in the next 13 years, by which time he had gained a name and fame as a capitalist. His advent into the field of operations which was afterwards to be known as his own special preserve, was made in 1883, when, thanks to the helping hand of Sivesent Fish, he was elected a member of the board of directors of the Illinois Central Railroad. Still was Harriman content to work quietly, almost obscurely, for the next decade. He made no great splash in "rails," but he was studying, studying, and ever studying, until he had perfected himself in knowledge of the physical details of railroad management. Certainly he did not come into his kingdom hurriedly, nor easily, nor by one of the great coups which occasionally convert unknown Americans into celebrated (or notorious) multi-millionaires in a day or a week. Nevertheless, with foresight and caution, dictated by ever-increasing knowledge, Harriman was preparing himself for the opportunity, which duly presented itself.

THE YEARS OF FAMIC.

The years 1892-3 are marked with black borders in many business calendars in the Republic. One after another great concerns tottered and fell, till the panic set in earnest, Mercantile failures totalled over £60,000,000, and 642 State and national banks collapsed. Europe drew away twelve millions sterling in gold in six months, railroad and business lay inert from exhaustion. The great struggle over the gold standard was at hand. Harriman, who had stored away safely a large fortune, saw that the time had arrived for him to move. He perceived the first timid forrunners of better times. With almost uncanny prescience he saw the wonderful revival that was to occur in the golden days following McKinley's election. His alert eye fastened upon the Union Pacific Railroad, for its wreck had been the worst and its promise of profit was the greatest. Plan after plan for its resuscitation had failed; even the mighty Pierpont Morgan had unsuccessfully undertaken a reorganisation scheme.

FIRST ENORMOUS DEAL.

A mixed syndicate, of which Harriman was a conspicuous figure, offered the Government, in round figures, £1,600,000 in cash for the property, besides assuming an obligation of £5,400,000 to reimburse the old first-mortgage bondholders. On the last day of January, 1898, the deal was completed, and the road turned over to the syndicate, which also purchased for a million and a quarter sterling a group known as the Kansas Pacific, but thereafter put up no money whatever. The growth of the new concern was simply stupendous, and here it was that Harriman forged to the front as the dominant man of the syndicate. He poured millions into the property, buying new equipment, abolishing grade crossings, and improving the physical condition of the road. Every dollar put in was borrowed, and it came back a hundredfold. The stock soared. Credit was excellent. Then the big mergers began. Harriman abruptly displaced the Gould representative as chairman of directors, the Oregon Railroad, and Navigation Company, were brought in, also the Oregon Short Line, and more golden profits accrued. Glancing further afield, the now acknowledged railway chief saw that the Kansas City, Pittsburg, and Gulf line, and the Chicago and Alton road, badly wanted looking after, and he gave them the required attention.

A COLLISION WITH MORGAN.

The next great deal was the purchase by Harriman of the Southern Pacific, a gigantic operation, which was carried out without the expenditure by Harriman and his associates of a dollar. Shortly afterwards, in endeavouring to get an entrance into Chicago for the Union Pacific line, the "founding come" "Bison" into

collision with James J. Hill and J. Pierpont Morgan, with the result that the shock shattered the financial world. It was the greatest whirlwind, on May 9, 1901, that had shaken Wall-street up to that time. Great institutions were sent reeling to the verge of ruin, and only a truce between the great interests prevented absolute chaos. Harriman, who was then at sea, was thwarted later by a trick, returned to the charge, and finally "made good" in such a way as to teach the Morgan-Hill group to never afterwards respect him.

Subsequently the "Railway King's" career was one of never-ceasing battle, not only in his own special circle of operations, but in conjunction with other great concerns. He received one of the worst set-backs in his life when James E. Hyde sold the mighty Equitable Life to Ryan, a Harrimanee. Then, in 1907, he quarrelled with Theodore Roosevelt, and the great President wages relentless war on the big little man's interest with every arm of the Administration. Only by the exercise of the most skilful strategy did Harriman hold his own until Roosevelt went out of office.

A MARVELLOUS CREATION.

Edward H. Harriman in a period of 15 years created a railroad empire larger than any other the world has ever known. He outdistanced all his rivals, and the roads which he dominated until a few days ago have a trackage of nearly 40,000 miles. Think of it! A capital value equal to the gross debt of the United States, and a mileage equal to one and three-tenths times around the earth. Singularly enough, it was power that the man loved; not riches. It is doubtful whether he owned 1 per cent. of the vast properties he controlled with such skill and firmness. Very probably, it will be found that he was not as rich as either Morgan or Vanderbilt. He regarded money but as a means to an end, as a pawn in the game. He was the only man who was acknowledged to be at once a great railway expert and also a great banker. "I am not a 'p'd cent. man, and I want something that will grow" is a declaration attributed to the late "Railway King." His operations were world-embracing. The Pacific Mail carried his flag into the Orient, the Southern and Union Pacific carried it across the deserts and over the mountains into the far North-West; Mexico and Panama knew him; he captured Asia and Siberia; he pushed his way into Japan, where failing was so intense that his party was stoned. At various times it was said that Harriman was merely the agent of other, and greater, men, but as the smoke of his advance cleared away, it could be seen that it was always and only "E.H.H."

A SMALL SICKLY MAN.

Personally one of the smallest and physically weakest of America's leaders, he had in time of severest stress to fight against the odds of ill-health, and his death at 61 was not unexpected. He leaves two sons, W. Averell and Roland, boys in their teens, an unmarried daughter, Miss Mary Harriman, and another who is the wife of Mr. Robert L. Gerry. His widow was a Miss Mary Averell of Rochester, whose father was a moderately successful businessman. Edward H. Harriman was never moderate in his ambitions. Had he lived longer, but it is idle to speculate. The epitaph pronounced upon him by the financial magnates whom he dominated so largely will probably be: "He was not a ten-per-cent man."

Intimation.

HONGKONG VOLUNTEER CORPS.

A GRAND OPEN AIR CONCERT will be held on Volunteer Parade Ground on SATURDAY, October 20th, at 9.15 P.M. in aid of the funds of the Diocesan Girls' Orphanage.

Admission S. 1. Tickets to be obtained at Volunteer Headquarters or from Members of the Committees of the Orphanage and Ladies' Benevolent Society.

Hongkong, 7th October, 1900. [697]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP S. 1,450,000)

Loans on Mortgage of House Property, &c., Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application).

THE OFFICE OF TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,

Undertaken and Executed.

SHEWAN, TOMEY & CO., General Managers.

Hongkong, 10th March, 1900.

NOTICE TO SUBSCRIBERS.

FROM and after 1st January, 1901, the rates of Subscription to the Hongkong Telegraph (daily and weekly issues) will be as follows:

DAILY—S. 16 per annum.

WEEKLY—S. 13 per annum.

The rates per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge.

On copies sent by post an additional S. 1.00 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, tea cents. Weekly, twenty-four cents (for cash only).

(PAYMENT IN ADVANCE.)

There will be no rebate to Missionary Subscribers as heretofore.

By Order,

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 1st October, 1900.

(REPRINTED FROM THE HONGKONG TELEGRAPH)

Bengier's Food is sold in tins, by all Chemists, &c., everywhere.

Bengier's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

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Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALTIES:

DRY GINGER-ALE.

LIME FRUIT CHAM-
PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE
AND
REFRESHINGWatson's
FRUIT SYRUPSmixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 18, 1909.

THE DOWNTIME OF A
BRITISHER.

After a trial extending over the better part of a week, the former chief accountant of the Canton-Kowloon railway (Chinese section) has been found guilty of converting to his own use certain sums of money which belonged to the railway, and he has been sentenced to a term of two years' imprisonment. One could not but remark the unusual amount of interest evinced in this case, due possibly to the reputation and character of the man and to the fact that he was a Britisher in the employment of the Chinese Government. It is fortunately uncommon for people of the British race to betray the trust reposed in them as heads of departments, especially when that trust is so supreme as was given to Butler Wright, but the event does harp occasionally and when it does the fall of the individual is correspondingly great. What two years in Hongkong prison means to a man like Butler Wright, accustomed to enjoy the luxuries of the Orient and the attentions of a bodyguard of servants, it is painful to contemplate. Even in the case of a young man such a punishment has a harrowing effect, but when the prisoner has passed the prime of life the portals of the cells must savour of the entrance to the grave. We do not suggest that the punishment exceeded the crime, or that the prosecution was unduly vindictive, but there are certain aspects of the evidence which seem to indicate that the prisoner was perfectly innocent of conscious wrongdoing or intentional crime. As an expert accountant, with what were in the circumstances immense sums at his unlimited control, and being necessarily familiar with the methods of financial manipulation, he transferred, in perfect good faith and in all honesty of purpose, sum of money from one account to another with the object of, as he doubtless thought, legitimately increasing his own income. The same thing is done on a smaller scale in Hongkong every day. A shroff, we will say, receives a note issued by the Hongkong and Shanghai Banking Corporation in payment of a £5 debt. He immediately proceeds to change it for a Chinese note with which he pays his employer, but in the meantime his little transaction has netted him anything between 10 and 60 cents, which is probably more than his salary per diem.

If that shroff were told that he was a thief he would be astounded and indignant, and yet there is little to choose between him and the fallen accountant who went behind the bars on Saturday night. We cannot conceive that the late chief accountant understood the peril in which he was placing himself, otherwise he would have handled the money entrusted to his charge in an entirely different way. He would not have gone into transactions in silk and lived like a prince on something like \$200 a month—for it was specially agreed that four-fifths of his salary, that is to say, £40 out of the £50 he was due to receive every month, should be paid in London, and his principals knew all about that arrangement. What they thought about his manner of living we have not the slightest idea, but they must surely have envied the man who could make a couple of hundred dollars look like a thousand and still keep out of debt. The curious part of the business is that only seems to suspect him of dabbling in exchange, or having commercial leanings. If it had not been for that pass-book he might have been still in the full operation of his financial dealings, and so far as we can see he usually stood to win for he had all the cards in his hand. What we do not understand yet is how the envelope containing Butler Wright's private pass-book came to be opened. There must have been some arrangement whereby a subordinate could open a superior's private letters and hand the contents over to somebody else. For ourselves we should not fancy the idea of giving anybody such power and we believe that feeling is generally entertained. But we are not inclined to re-open what is probably the closing chapter in a wrecked career. From the very beginning we regretted the decision which refused the application for a change of venue of trial, not because we doubted the impartiality of the jurors on the Canton list, but simply because one wishes to see a prisoner get all the best of the chances for his ultimate success. If it had been possible to try the case in Hongkong even that would have been preferable to having it tried in the place where he had once ruffled it with the best, been on terms of intimacy with the meagre European population, and generally held his own as a taipan in a small way. But apparently Hongkong, as the venue was out of the question and Shanghai was refused, here might have been another way, and that was to select a jury from the Hongkong list, but, of course that would be deemed impracticable on the face of it, although many would have jumped at the chance of a week's sojourn in Canton. In any case, it was a tactical blunder we think to suggest that the prisoner feared for his freedom if tried in Canton. If we were to face a tribunal of our peers we should prefer them to be enemies rather than friends for this reason that an enemy will, in nine cases out of ten, lean towards leniency, whereas a friend because of his friendship and his oath to be just is apt to swerve to severity lest it be said that his impartiality had been undermined by his feelings. But it is flat and unprofitable to consider these things now, for Butler Wright has begun to suffer the bodily pains and mental anguish which afflict the prisoner who has not become hardened by repeated terms of incarceration. Nor do we intend to moralise on the subject. We only wonder if this unfortunate case will prove a warning to those who being in a position of trust are inclined to develop the "get rich quick" habit, by the use of money which does not belong to them. If it saves one man from perdition and disgraces them all we have to say is that the Butler Wright case has not been in vain.

LOCAL AND GENERAL.

A CHINESE woman was fined \$1 in the Police Court this morning for the destruction of her property at Tai Po.

The Ministry of War has decided to appoint Military Attachés to the Chinese Legations abroad next year.

Food was recently administered by force to a party of Suffragettes in gaol in Birmingham, they having refused to eat.

TWENTY-ONE Chinese were each fined \$1 at the Magistracy this morning for taking part in gambling at Queen Victoria Street.

For stealing a jacket, a Chinaman was awarded three months' hard labour and four hours' stocks at the Magistracy this morning.

A MARRIED woman named Ip Shui was this morning bound over in a personal bond of \$100 to appear for judgment when called for for assaulting a boy.

We are requested to remind readers that the grand open air concert, under the auspices of Hongkong Volunteer Corps, will be held on Saturday, the 23rd inst. The proceeds will be used for the Diocesan Girls' Orphanage.

Sir Matthew Nathan, the newly-appointed Secretary to the General Post Office, London, sailed for Natal on Sept. 25. After a short stay, he will return to England to take up the duties of his new office. Since his arrival in London Sir Matthew has been rendered the First Order of the Sacred Treasure, while two Secretaries of Legation and one Legation have been decorated.

NEW FRENCH MINISTER.

OFFICIAL VISIT TO MACAO.

H.E. Mons. Mergier, the new French Minister to Peking, who arrived in Hongkong the other day from Siam en route for the Chinese capital, has since been busy in his round of official visits to outlying territories. Our Canton correspondent reported the French Minister's visit to the Viceroy at Canton towards the end of last week. No sooner did Mons. Mergier's return from the Provincial capital than he makes a visit of courtesy to Macao. As evidence of the *extreme cordiality* prevailing between the Government of the Republic and Portugal as soon as the Governor of Macao became apprised of the Minister's intention to proceed to the Portuguese colony, he placed the Portuguese gunboat *Patrila* at the disposal of the distinguished French Visitor.

Mons. Mergier left Hongkong for Macao yesterday (Sunday) en board the *Patrila*. His Excellency was accompanied by Mons. G. Liebert, Consul for France in Hongkong, and Capt. D. Gianni, the Portuguese Consular service, and the well and popularly known assistant Commissioner for the delimitation of the boundaries of Macao. The Portuguese Consul in Hongkong, Señor J. J. Leitão, would, no doubt, have also been a member of the party, had it been possible to do so, but that gentleman is still confined to the house under medical advice since the unfortunate accident about two months ago by which his right leg was badly fractured.

The *Patrila*, with the party on board, left the harbour at 8.30 a.m. yesterday. Upon arrival at Macao the Minister was accorded an official landing, there being the usual guard of honour and band. A visit was then paid to the Governor, at Government House. His Excellency returning the courtesy later in the afternoon. In the evening there was an official dinner at the gubernatorial residence. The French Minister returned to Hongkong to-day.

DINNER AT MOUNTAIN LODGE.

To-night Monsieur de Margerie will be the guest of His Excellency the Governor at Mountain Lodge. Those invited to meet the new French Minister are—Commodore, Mrs. and Miss Lyon, Consul G. Liebert, Mr. and Mrs. P. de Champon, Mr. and Mrs. L. Berinoude, Mrs. Fremantle, Captain du Chaix Lima of the Portuguese cruiser *Dona Amélia*, Hon. Mr. Murray Stewart, His Excellency Major-General R. G. Broadwood, C.B., Sir Paul Chater, C.M.G., Hon. Mr. F. H. May, C.M.G., and Mrs. May, and Capt. Heathcote, A.D.C.

CANTON DAY BY DAY.

PRISONER'S DISH FOR FREEDOM.

[From Our Own Correspondent.]

Canton, 16th October.

On the 14th instant a mutiny broke out in the prison of the Kwai Shui district and as a result of the outbreak thirty prisoners effected their escape when the Magistrate was absent on official business.

FIRE.

Yesterday there was an outbreak of fire in the Southern suburb at the new bond; one building was completely gutted; four men were injured.

NEW JUDGE.

Yesterday afternoon the newly appointed Canton Provincial Judge, Chiu Fan Yin, took over the seal of office from Chan Mong Tsang, who has been ordered to resume charge of office as Tao-tai for the Development of Native Industries.

RAILWAY ACCIDENT.

At 11 a.m. on the 18th instant a train proceeding to Sui Chuen from Wong-sha knocked down a man of about seventy years of age. The poor man sustained severe injuries to his head and legs, but not of a very serious character. He is now under medical treatment by the Canton Red Cross Society.

GOVERNMENT BANK.

Yesterday H.E. Victor Yuan Shu Hsun, proceeded to the Canton Government Bank, to personally audit the accounts.

PRINCE RUH-FU-LAP.

As the Naval Commissioner, Prince Shun Pui-lap, will, in the course of a few days, arrive at Hongkong en route to study the naval systems in foreign countries, the Viceroy of Canton, H.E. Yuan Shu Hsun, has deputed expectant chief Shai Fong and expectant magistrate Ngai Tso Pui to proceed to Hongkong to await the Prince's arrival there and to convey to him His Excellency's respects. The Canton Tarter General has also deputed an official to Hongkong for the same purpose.

THE JAPANESE COTTON SPINNERS' UNION is deciding definitely to abolish short working in April next.

Two months' hard labour was given a Chinaman in the Police Court this morning for forgery with intent to defraud a compatriot of a piece of land.

The Viceroy at Nanking has telegraphed to the Tao-tai in Wuhu, instructing him to arrest Chinese who was agitating for a boycott against the Japanese.

SEVEN Chinese who were brought up in the Police Court this morning for trespassing on the compound of the Central Police Station were each fined \$1 for the offence.

ATTENTION is invited to the Sanitary Board warning printed in our advertisement columns. The practice of depositing nolens or offensive matter on the roads is a reprehensible one.

Two Chinese women were each bound over in the sum of \$100 to keep the peace for one year, in the Police Court this morning for behaving in a disorderly manner in the public streets.

In consideration of the successful manner in which he negotiated the agreements recently concluded between China and Japan, Mr. Iijima, Japanese Minister at Peking, has been awarded the First Order of the Sacred Treasure, while two Secretaries of Legation and one Legation have been decorated.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

KING EDWARD VII. SCHOLARSHIPS.

To the Editor of the "Hongkong Telegraph."

Sir,—"Under-Graduate" has stated his case excellently for those whom he termed "the Kwantung-born Chinese" and also for the rising generation of Caledonians who are thriving under the eyes of the great and all-powerful Taikoo hong. May I have the courtesy of some space in your very readable columns to inquire where do the Parsees and the Indians come in in the matter of the King's scholarships at the Hongkong University? I hope others, besides myself, will take up the matter in their behalf. The claims of the Chinese students and of the Scotch ladies have been very ably advocated. Will you come forward to espouse the cause of the not inconsiderable number of Indian youths? Who, in the first place, stood sponsor for the Governor's University scheme? Was it our public-spirited citizen Mr. Mody? The gentleman himself hails from the great Empire whose sons are among the most loyal and devoted of King Edward's subjects. Mr. Mody's promise to defray the cost of the University building proper and probably also of the anatomical department which will be attached to it, eclipses any individual donation. In the circumstance it will be necessary to exclude his nationals from participation in the most coveted scholarships with which the proposed University can be endowed. Will His Excellency the Governor and the University Committee note this plea on behalf of the future Indian students?—Yours faithfully,

ANGLO-INDIAN.

Hongkong, 18th October.

MACAO BOUNDARY QUESTION.

RENEWED AGITATION IN CANTON.

[From Our Own Correspondent.]

Canton, 16th October.

The Canton Association for the Protection of Boundary Rights yesterday issued circulars to inform the people of the manner in which the Portuguese are alleged to have submitted unreasonable claims to the Chinese Delimitation Commissioner, H. E. Ko, and how the latter failed to maintain a strenuous opposition against the Portuguese demands by effectually resisting them. A public mass meeting has accordingly been convened for the 17th instant at 3 p.m. to discuss matters in connection with the Macao Delimitation question, at Man Lan Shu Yuen, when the people of all classes are invited to attend with a view to devise means to aid H. E. Ko in the conduct of the delicate negotiations.

HARMSTON'S CIRCUS.

CHANGE OF PROGRAMME.

On Saturday night Harmston's had a bumper house and everything was received with great applause, especially the pony "Mollie" which won the Distance Handicap, mounted by Commodore Lyon, at the Gymkhana. Last night the second change of programme was produced, and this was also attended by a large audience. The Harmston family showed some wonderful displays of bareback riding, especially Willis Harmston, who did the backward and forward somersaults, and long arm balance. Another great performance was that given by the high jumping and diving dogs introduced by Miss Jessie Bower. The dogs "Tiger" and "Bangal" jumped a height of about 20 feet through rings of fire. The tambourine dance, by Miss Jessie Harmston and Miss Jessie Bower, was prettily done, while the double wire act by Miss Jessie and Nellie Harmston was excellent. The clowns Pimple and Roberto kept the spectators in high spirits throughout the performance. This change of programme is well worth seeing, and should not be missed as the circus sail for Singapore on the 21st inst. The next competition will take place to-morrow night, that of the "First Amateur Contest," which is limited to six competitors who should send in their names to the Robinia Piano Co. Ltd., or notify them at the Circus. Friday night will be a benefit performance for the popular manager, Colossal Bob Love, and in this performance competition of a "High Jumping Contest" has been opened for local ponies and riders. The last two matinees are on Wednesday and Saturday, when children will be admitted at half price to all parts.

ARMED ROBBERY AT KOWLOON-CHAI.

THREE MEN SENTENCED TO FOUR YEARS' HAND LABOUR.

[By courtesy of the "Shaw Po."]

At the Criminal Sessions this afternoon, three men named Ip Sang, Li Yau and Chai Wan were charged with armed robbery at Kowloon-chai, New Kowloon, on the 8th inst. The Hon. Mr. W. R. Davies, K.C., Attorney-General, instructed by Mr. H. L. Denys, Jr., (from the Crown's Solicitor's office) appeared for the Crown. The prisoners were undefended and entered a plea of guilty.

The Attorney-General stated that prisoners,

who were coolies of the lowest class,

entered a woman's house and

robbed her of her jewels.

The woman was

severely injured.

The other men then ransacked the house and

removed all the goods they could lay their hands on.

While leaving the house, the men

were caught red-handed by a European constable, but for whose most exemplary conduct in arresting the men single-handed, they might have escaped.

Sentence of four years' hard labour was passed on each of the prisoners.

SHOP-LIFER PUNISHED.

STOLE SILK FROM DRAPER'S ESTABLISHMENT.

[By courtesy of the "Shaw Po."]

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three men named Ip Sang, Li Yau and Chai Wan were charged with armed robbery at Kowloon-chai, New Kowloon, on the 8th inst.

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were caught red-handed by a European constable,

but for whose most exemplary conduct in arresting the men single-handed, they might have escaped.

Sentence of four years' hard labour was passed on each of the prisoners.

TYPHOON WARNING.

[By courtesy of the "Shaw Po."]

HONGKONG GYMKHANA CLUB.

FIFTH MEETING.

Patrons: His Excellency Sir Frederick Lugard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Hedworth Lambton, C.B.; His Excellency Maj.-Gen. R. G. Broadwood, C.B.; Rear-Admiral H. Lyon, R.N., Hon. M. W. J. Greson.

Committee: The Stewards of the Hongkong Jockey Club (ex officio), The Hon. Mr. F. H. May, C.M.G., Hon. Mr. W. J. Greson, Messrs. J. Johnstone, J. A. Jupp, H. P. White, G. K. Hall Bruton, John Paterson and Major W. A. Eaton.

Judges: Major W. A. Eaton.
Handicappers: Mr. J. A. Jupp and Major W. A. Eaton.

Clerks of the Scales: Messrs. H. P. White and J. A. Jupp.

Starters: Mr. H. J. Gedge.
End Starters: Mr. Marcus Blaize.

Time Keeper: Mr. M. S. Sason.

Hon. Sec. and Treasurer: Mr. C. Gordon Mackie.

After one postponement, the fifth and last meeting of the gymkhana this season was brought off on Saturday last, on the Race Course, at the Happy Valley. The weather was ideal. The attendance was above the average, the ladies contributing a large proportion of the spectators. Their pretty costumes and evident delight was most noticeable, especially in the last race of the afternoon—the distance handicap—invested the afternoon's proceedings with peculiar charm. Soon after the second race, His Excellency Sir Frederick Lugard arrived, and was accompanied by Capt. P. H. M. Taylor, A.D.C., and Capt. N. Simson, private secretary. His Excellency Major-General R. G. Broadwood, C.B., and Mr. and Mrs. F. H. May were also among those present.

With the exception of the "Aunt Sally" race, which was a very tame affair and devoid of interest, the various events of the afternoon provided some excellent racing. Garth (Mr. C. G. Mackie up) won the Gymkhana race and secured the cup for the highest number of points during the season for his owner, the Hon. Mr. W. J. Greson. White Heather romped home an easy winner in the five furlongs race to the disappointment of a large number of backers who fancied Dunkerry, Mr. Johnstone's mount. Greyback, in the one and a quarter miles handicap, also upset calculations against the two favourites—Lammerton (Mr. Johnstone) and Astral (Mr. May). Mr. Mackie won an exciting race, after the closest finish of the day, beating Lammerton by just a neck. The lucky backers of Greyback secured \$67 to a \$5 ticket. By a curious coincidence the lucky drawer of the winner in the cash sweeps, who came in for a sum \$450.45, held three tickets on Greyback and so cleared \$200 odd in addition. The last race of the afternoon was the one mile distance handicap for all horses, ponies, mules and donkeys. It was a happy suggestion—originating, we believe, with the winning jockey at one of the circus matinees—that a couple of circus ponies and the baby elephant Mike should enter for the race. After performing in the ring on Saturday Mike was led down to the course, making a brief halt at the King Edward Hotel where he was treated to three bottles of mild pilseener. Mr. Dupree ventured to lead Mike home a winner. His appearance at the paddock evoked considerable interest and Mike provided much merriment to the spectators by his antics on being led to the starting point with Mr. Dupree riding on his neck. He and Minnow (the diminutive doke) were allowed 800 yards by the scratch pony—Lyemun. The bugle sound was the signal for the start and Mike was the cynosure of all eyes. Mollie (the Australian circus pony) ridden by Commodore Lyon with a start of 350 yards made the pace a very fast one and, before the Black Rock was reached, overtook successively Prince (the circus Shetland pony), Mr. F. H. May in the saddle, Minnow and Mike. The Commodore held a comfortable lead entering the home straight and although Mr. Johnstone on Lyemun made every effort to overtake him, Mollie carried Commodore Lyon past the post, an easy winner amidst a storm of applause from the spectators. Miss Lyon led Mollie and Commodore Lyon received a popular ovation as he passed the Governor's stand.

During the course of the afternoon, the band of the Buffs, under Bandmaster C. B. Hewitt, enlivened the proceedings with pleasing selections of music.

Detailed results of the races are as follows:

GYMKHANA STAKES.—Value \$100. Distance One Mile. For all China Ponies. Catch weights at 10 st. 6 lbs. Winners of an open race or open Griffon race 5 lbs extra. Non-winning subscription Griffins allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs. A Cup called the Gymkhana Cup will be presented at the end of the season to be won by the pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the season, counting a point for first; 2 for a second; and 3 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs extra for each win in subsequent starts for the race, but in the event of a pony carrying the penalty not winning, 1 lbs to be deducted next time he starts. Such a lbs to remain deducted until he wins again when he will carry the full penalties without deduction. Penalties accumulative up to 15 lbs. Entrance fee \$5. and Prize: \$5. (Half entrance fees to go to winner). Hon. Mr. W. J. Greson's Garth, 250 lbs. (Mackie)

Mr. John Johnstone's Heriblatt, 251 lbs. (Owner)

Mr. Blank's Greyback, 145 lbs. (Dupree)

Mr. Bath's The Tortoise, (late Stratford), 161 lbs. (Owner)

Allowance of 5 lbs.

1 lb. over.

There were four starters for this race. A

Tortoise's restlessness. When the flag ultimately dropped Garth, back secured the best of a bad start by several lengths; Garth was last at the post. Passing the spectators' stand for the first round Greyback led by several lengths from The Tortoise who was ahead of Heriblatt, Garth bringing up the rear. Mackie would take no chance and forged ahead of Heriblatt round the Golf Stand bend and drew level with The Tortoise at the Bowrington gate, getting into second place when negotiating the rock was—Greyback, Garth, Heriblatt and The Tortoise. This order was maintained round the village. Straightening the home straight Greyback, hugging the rails, failed to maintain his lead and was overtaken by Mackie's mount on the outside course. A fine race ensued from this stage, the favourite—Garth—passing the winning post a neck ahead of Heriblatt, who was second. Greyback lost second place by a length. The Tortoise finished last.

Time: 2 m. 11 1/5 sec.
Winner: \$16.20.
Cash Sweeps: 1st \$19.15; 2nd \$16.90; 3rd \$16.45.

FIVE FURLONGS. HANDICAP.—For all ponies which have run at this season's Gymkhana and have not been placed first or second. Entrance fee \$5. 1st Prize: Presented by Officers of the Garrison, and Prize: \$25 (Entrance fees to go to winner.)

Mr. Blank's White Heather, 140 lbs. (Dupree)

Mr. C. E. Apton's Dunkerry, 155 lbs. (Johnstone)

Major H. Findlay's Polo Stick, 145 lbs. (Scaliet)

Mr. L. K. Leeson's Soudan (late Foafar), 150 lbs. (Owner)

Mr. Slater's Pioneer, (late Tedcote), 143 lbs. (Owner)

Commodore H. Lyon's Cavalier, 140 lbs. (Owner)

1 lb. overweight.

Dunkerry (Johnstone up) was the most fancied. Pioneer gave much trouble at the starting post. White Heather led from Pioneer at the start, but the red cap showed up to the front on going up the hill. The leaders raced neck and neck for a considerable distance. Dunkerry, who had a bad start, tried to reduce the leaders' advantage on going round the bend, and got into third place with Polo Stick close.

White Heather was five lengths to the good from the favourite.

Time: 2 m. 20 1/5 sec.

Winner: \$10.10.

Cash Sweeps: 1st \$16.65; 2nd \$7.50; 3rd \$7.80.

THE BURDLE RACE NOT HAVING FILLED, THE FOLLOWING LADIES' NOMINATION RACK HAS BEEN SUBSTITUTED.—"AUNT SALLY" RACE. Dials to be placed at intervals across the course. Gentlemen to start mounted opposite Judge's box. On a given signal they are to ride to a point indicated and there, dismounted, pick up a bundle of sticks and return to starting point when they will hand the bundle to their respective nominators. The prize will be won by the lady who knocks down her bundle in the least number of throws and in the shortest space of time. Post Entries. Entrance fee \$2.00. 1st and 2nd Prizes Presented by Hongkong Gymkhana Club.

Nominated by Rider

Miss Lyon (Mrs. Findlay)

Mrs. Worthington (Mr. Mackie)

Mrs. Jupp (Mr. Dupree)

Mrs. Greson (Mr. Johnstone)

Mrs. Penfold (Mr. Moore)

Major Findlay, nominated by Miss Lyon.

Mr. Mackie, nominated by Mrs. Lyon.

Mr. Johnstone was the first rider to get back with the bundle of sticks, but Miss Lyon managed to display the ball from the rail before the other ladies.

Cash Sweeps: 1st \$308.70; 2nd \$82.20; 3rd \$14.10.

ONE AND A QUARTER MILES. HANDICAP.—For all China Ponies. Entrance fee \$5. First Prize: A Cup Presented and Prize: \$15. (Entrance fees to go to winner.)

Mr. Blank's Greyback, 144 lbs. (Mackie)

Hon. Mr. W. J. Greson's Lammerton, 150 lbs. (Johnstone)

(Owner)

Mr. M. M. Brice's Toddle, (late Phoebe), 140 lbs. (Dupree)

Mr. Seth's The Tortoise, (late Stratford), 145 lbs. (Owner)

Messrs. Leah and Moore's Sportsman, 144 lbs. (Moore)

Mr. H. G. Moore's Tamar, 145 lbs. (Brice)

1 lb. overweight.

Lammerton had the largest number of backers. After one false start, the field got away with Toddy's the best of the start by a long distance. Astral was far behind last. Lammerton was second. The first time round the judge's box the field passed in procession order with oddies holding the leadership from Lammerton, Sportsman third and Tamar last. At the back stretch Mackie spurred and rushed Greyback to the front. He led all the way to the rock, where Astral and Lammerton raced in partnership into the third position. A fine race ensued at the village bend when Astral overtook Greyback and Lammerton closely pursued Astral. The issue between the leaders was doubtful and when the judge's box was passed Greyback showed a clear neck ahead of Lammerton who was separated from Astral (third) by hardly a length. The finish was an exciting one.

Time: 2 m. 47 sec.

Winner: \$57.10.

Cash Sweeps: 1st \$150.45; 2nd \$127.70; 3rd \$64.35.

1 MILE. HANDICAP. ONE MILE.—For all Horses, Ponies, Mules and Donkeys. Description (whether, when, country and China, etc.)

Mollie or Donkey, &c., name and height of animal to be given. Entrance fee \$5. 1st Prize: Presented by the Hongkong Gymkhana Club, and Prize: \$25.

MOLLIE, CIRCUS PONY.—350 yards—(Commodore Lyon)

Lyemun, Chick, 15 (Johnstone)

Rajput, 75 (Owner)

Whitebait, 40 (Sill)

Hibiscus, 45 (Owner)

Vice, 65 (Lawyer)

Ben Roy, 75 (Owner)

Prince, 475 (Mackie)

Minoru, Donkey 80 (Mackie)

Mick Baby Elephant 80 (Dupree)

Considerable amusement was afforded in this race by the appearance of the Baby Elephant, the donkey, and the Circus ponies. Before the first starting was covered, the elephant was overtaken. Negotiating the down incline Commodore Lyon on the Circus pony Mollie led and was never threatened to the end of the race, winning comfortably amid applause from the spectators. Lyemun was a good second. The elephant was last.

Winner: \$16.40.

Cash Sweeps: 1st \$472.50; 2nd \$135; 3rd \$67.50.

CRICKET.

LEAGUE MATCH.

The Kowloon Cricket Club met the R.G.A. on Saturday afternoon at the Happy Valley. The score of the latter was 111 runs, two good scores being made, one of 29 runs by Beasley and the other of 28 runs by Owen. The former team scored only 19 runs, which was thought to be the record lowest score. This is not so, however; the lowest scores were recorded about ten years ago when two schools met, one team were all out for 4 runs and the other for 5.

FOOTBALL.

HONGKONG F.C. vs. R.G.A.

H.K. F.C.:—J. Clarke; E. F. Augustt and A. Gregory; Chapman, R. C. Barlow and W. Ironside; F. G. Carroll and W. M. Watson; A. W. Whitmarsh; W. Manning and J. D. Danby.

R. G. A.:—Beasley; Oxley; Oxley and Waters; Walker; Weaver and Hawitt; Crump; Ansall; Watts; Nash and Bellis.

This match took place in the first half of play as it would run out a draw but it did not take long for matters to change. The ball was all over the field and some good play was seen on both sides. The Club tried time after time to score but with no result. The Artillerymen then secured the ball and passed to Oxley when he placed it well in front of goal; which Oxley, the club full-back, missed, and Nash got the ball in and so scored an excellent goal for the Gunners. The Club pressed and tried to equalise, but no results eventuated when the whistle sounded for half time.

In the second half the Club tried again to equalise but the Artillerymen were too good; the ball was then passed to Crump who scored two goals in succession. After this all hopes were given up for the Club; the home team had bad luck throughout. The ball was in play for sometimes when it was passed to Nash who scored the fourth and last goal for the Gunners. The Club was short of McCubbin and Aitchison who is on the injured list after the match against the R.E. last Saturday.

R. G. A.: 4. Club: 0.

R. G. A. vs. "BUFFS."

The Buffs gave the Engineers hard work to do on Saturday afternoon. The first half was exciting throughout. The Buffs notched 3 goals and the Sappers one. This goal was secured by the good play of Paslow. In the second half things look serious for the Buffs, as the Engineers were attacking occasionally; nevertheless, the Buffs gave them no chance to do anything. The game ended in a win for the gunners by 3 goals to one.

It is a great pity that the Sappers were short of two good players, one being Coxon. Both were laid up in hospital, otherwise a better game would have been witnessed.

The teams were:—Buff, Black; Ruler and Bartlett; Date, Wren and Tamsett; Flitpatrick, Drew, Taylor, Brewster and Barker.

R. E. McGregor; Cully and Morrison; Jackson, McCrory and Lamb; Parslow, Meany, Taylor, Le Grove and Ormond.

KOWLOON vs. NAVAL YARD.

In this match the Kowloonites had matters all their own way, and scored 5 goals to nil. In the first half Brown scored three goals, and the Yards tried hard to equalise, but nothing occurred when the whistles sounded for half time.

The visitors had the game all their own way in the second half also and had no difficulty in getting two goals more to their credit, one by Wilkins and the other by Brown, Kowloon winning by 5 goals to nil.

Kowloon.—Foulkes; Allen and Van Ginkel; Storrie and Lapsley; Mead, Wilkins, Brown, Morris and Hedley.

Naval Yard.—Howell; J. C. Joughin and Comber; Thomas; Pascoe and Haines; Crowley, Wilcox; Taylor; Meare and Harding.

LEAGUE TABLE.

Played. Won. Lost. Drawn. Points

"Buff" 2 2 0 0 4

R. G. A. 2 2 0 0 4

Kowloon F. C. 2 1 1 0 2

R. E. 2 0 1 1 1

H. K. F. C. 2 0 1 1 1

Naval Yard. 2 0 1 1 0

* 10 lbs. overweight.

Commodore reports say that recently the Anti-Opium Commissioners in Peking pursued a vigorous policy in their campaign and submitted a list containing several scores of names of officials, whom they denounced as being addicted to opium-smoking. It is stated that the Prince Regent appeared to doubt whether the names included all the officials who smoked opium for there were several thousand officials in each province, and he believed that a considerable number were opium-smokers. His Highness has, therefore, given orders to the Commissioners to appoint delegates further to prosecute confidential inquiries concerning opium-smoking officials, with a view to impressing them to the Thines for dismissal or punishment.

Medical officers accordingly and sentence of several years imprisonment will stand when passed.

To-day's Advertisements.

To-day's Advertisements.

MINISTERING CHILDREN'S LEAG

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO'S
Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER, 11 DAYS HONGKONG TO VANCOUVER.
SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.
(Subject to alteration).
Connecting with Royal Mail Atlantic Steamers.

From Hongkong,

From St. John,

"EMPEROR OF CHINA"

SATURDAY, NOV. 6TH.

FRIDAY, DEC. 3RD.

"EMPEROR OF BRITAIN"

From St. John,

"EMPEROR OF BRITAIN"

FRIDAY, DEC. 3RD.

"Empress" Steamers will depart from Hongkong at 6 p.m.
"Monteagle" 11 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with an Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line)

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (formed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 643.

Via New York 645.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
J. W. GRADDICK, General Traffic Agent,
Corner Pedder Street and Praya (Opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

For Steamship On
SHANGHAI via SWATOW KIOWONGSANI WED'DAY, 20th Oct., Noon.
NANCHANG FAUSANG THURSDAY, 21st Oct., Daylight.
TIENTSIN, W'HHAIWEI & CHEFOO CHIASHING FRIDAY, 22nd Oct., 4 P.M.
MANILA VURNSANG FRIDAY, 22nd Oct., 4 P.M.
SINGAPORE PENANG & CALCUTTA LAISANG SATURDAY, 23rd Oct., 2 P.M.
MANILA LUONGSANG FRIDAY, 29th Oct., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE } FOOKSANG + FRIDAY, 5th Nov., 3 P.M.
& MOJI

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kiawong*, *Nanwang* and *Fookang* leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and, Moji, to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Dati, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,
Telephone No. 61, Hongkong, 18th October, 1909.

General Managers. (6)

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL
AMOY, MANILA, CEBU & ILOILO "KAI FONG" 19th Oct., Daylight.
SWATOW & SHANGHAI "WUHU" 19th " 2 P.M.
MANILA "TAMING" 19th " 3 P.M.
NEWCHWANG "LIANGCHOW" 19th " 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN "HUIHOW" 19th " "
SHANGHAI "AHUI" 21st " "
MANILA, ZAMBOANGA and USUAL "CHANGSHA" 5th Nov., "

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chuen*, *Lian*, *Chinh*), with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These steamers land passengers in Shanghai avoiding the inconvenience of trans-shipment at Woosung.

Fares including wines: \$45, single, \$30 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
Telephone No. 36, Hongkong, 18th October, 1909.

AGENT. (8)

HONGKONG—MANILA.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
CAFIRO	1540	R. Rodger	MANILA	SATURDAY, 23rd Oct., at Noon.
RUBI	1540	R. W. Almond	"	SATURDAY, 30th Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOME'S & CO.,

General Managers.

Hongkong, 18th October, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., via MOJI, KOBE,
YOKOHAMA, HONOLULU, SALINA CRUZ
and MANZANILLO (Mexico).

S.S. HONGKONG MARU 6,000 tons gross SAIL 26th Oct., 1909, at Noon.
S.S. MANSHU MARU 5,000 " " 20th Dec., 1909, at Noon.
S.S. AMERICA MARU 6,000 " " 5th Feb., 1910, at Noon.

For particulars, apply to

K. MATSDA,
Manager.
TOYO KISEN KAISHA, York Building.

Hongkong, 14th September, 1909. (157)

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,
1/4 PORTS AND SUITE CANAL,
With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK:
S.S. "ATHOLL" 19th Oct.

FOR NEW YORK:
S.S. "GHAZER" About 15th Nov.

For Freight and further information, apply to

DODWELL & CO., LIMITED,
Agents.
Hongkong, 13th October, 1909. (148)

"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON AND ANTWERP.

THE Steamship

"MONMOUTHSHIRE".
Captain G. E. Warner, will be despatched as
above on or about 23rd Inst.

This steamer has excellent accommodation
for a limited number of first class passengers.

FARE TO LONDON £35.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.,
Agents.
Hongkong, 11th October, 1909. (149)

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"SHIRE" LINE OF STEAMERS,
LIMITED.

FOR LONDON AND ANTWERP.

THE Steam

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	13 1/16
Do. demand	1 1/8
Do. 4 months' sight	1 1/9
France—Bank T.T.	2 1/8
America—Bank T.T.	4 1/2
Germany—Bank T.T.	1 1/8
India T.T.	2 1/2
Do. demand	2 1/2
Shanghai—Bank T.T.	7 1/2
Singapore—Bank T.T. per H.K. Stock	7 1/2
Japan—Bank T.T.	8 1/2
Java—Bank T.T.	10 1/2
Buying.	
4 months' sight L.O.	1 1/8
6 months' sight L.O.	1 1/9
30 days' sight San Francisco & New York	4 1/2
4 months' sight do.	4 1/2
30 days' sight Sydney & Melbourne	1 1/8
4 months' sight France	2 1/2
6 months' sight " "	2 1/2
4 months' sight Germany	1 1/2
Bar Silver	23 7/16
Bank of England rate	4 %
Sovereign	11 1/2

SHIPPING AND MAIIS

MAILS DUE.

German (Princess Alice) 10th inst.
Indian (Arratoon Aca) 2nd inst.
Canadian (Empress of China) 18th inst.

The C. N. Co.'s s.s. *Lian* left Shanghai on 17th inst., and is due here on 20th inst.

The Bank Line's s.s. *Suveric* sailed Kobe on 17th inst., for Vancouver and Tacoma via Yokohama.

The C. N. Co.'s s.s. *Changsha* left Sydney on 25th ult., steamed Manila on 18th inst., and is due here on 21st inst.

The N. Y. K. s.s. *Hakutsu Maru*, European Line, left Moji for this port on 18th inst., and is expected here on 23rd inst.

The Apcar Co.'s s.s. *Arratoon Aca* from Calcutta left Singapore on 10th inst., and may be expected here on 22nd inst.

The Imperial German Mail s.s. *Lusitow* left Shanghai on 16th inst., and may be expected here to-morrow morning.

The H. M. Transports s.s. *Soudan* left Singapore for this port on 18th inst., at 6:30 a.m., and is due here on 23rd inst., at 4 p.m.

The s.s. *Ceylon Maru*, Bombay Line, left Moji for this port on 17th inst., and is expected here on 23rd inst.

The Apcar Co.'s s.s. *Arratoon Aca* from Calcutta left Singapore on 10th inst., and may be expected here on 22nd inst.

The N. Y. K. s.s. *Kaga Maru*, American Line, left Yokohama for this port via Kobe, Moji, and Shanghai on 18th inst., and is expected here on 31st inst.

THE WBATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 17th at 8 p.m.—The typhoon, which is crossing Luzon in about 17° Lat., will enter the China Sea to-night.

On the 18th at 4 a.m.—No. 1 night signal hoisted.

At 5:45 a.m.—Red South Cone and Red Drum hoisted.

At noon.—Black South Cone and Black Drum hoisted.

The barometer has risen moderately in the Philippines; and fallen over China and Formosa, particularly over the latter and the S. and S.E. coasts.

The typhoon is situated about 300 miles to S.E. by E. of Hongkong. It appears to be moving towards N.W. at present and the S. coast of China is threatened.

Pressure has given way over Japan, and it is low over the Pacific to the E. of Hokkaido.

An area of high pressure lies over E. Manchuria.

Bad weather may be expected in the Formosa Channel and the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N. gales; weather becoming unsettled with rain.

2.—Formosa Channel, N.E. gales.

3.—South coast of China between Hongkong and Lamock, N. to N.E. gales.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

ARRIVALS.

Hongkong Maru, Jap. s.s. 3,447, S. Togo, 16th Oct.,—Moji 12th Oct., Gen.—T. K. K.

Hangchow, Br. s.s. 999, G. Mayle, 16th Oct.,—Chefoo 11th Oct., Gen.—B. & S.

Aubri, Br. s.s. 1,350, J. B. Harris, 17th Oct.,—Shanghai 14th Oct., Gen.—B. & S.

Kwangtung, Chi. s.s. 1,160, Wm. H. Hunt, 17th Oct.,—Shanghai 12th Oct., Gen.—C. M. S. N. Co.

Haitan, Br. s.s. 1,183, J. S. Roach, 17th Oct.,—Swatow 16th Oct., Gen.—D. L. & Co.

Hadis, Nor. s.s. 1,064, G. Solberg, 17th Oct.,—Bangkok 10th Oct., Rice.—C. S. N. Co.

Ambia, Ger. s.s. 5,143, E. Doinai, 17th Oct.,—Wusung 13th Oct., Gen.—H. A. L.

Daijin Maru, Jap. s.s. 899, Y. Kubari, 17th Oct.,—Swatow 16th Oct., Camphor and Tea.—O. S. K.

Ching Shing, Br. s.s. 1,199, F. Mooney, 17th Oct.,—Ticino 10th Oct., Gen.—C. S. N. Co.

Locksun, Ger. s.s. 1,020, W. Tauber, 12th Oct.,—Bangkok 5th Oct., Rice and Wood.—M. & Co.

Loosok, Ger. s.s. 1,020, P. Wittstock, 15th Oct.,—Bangkok 6th Oct., and Kohsiaibang 8th, Rice and Wood.—B. & S.

Nantran, Br. s.s. 1,020, A. Jones, 10th Oct.,—Amoy 9th Oct., Ballast.—B. & Co.

Ocean, Br. s.s. 1,020, F. W. Davies, 10th Oct.,—Manila 9th Oct., Gen.—D. & Co.

Prometheus, Nor. s.s. 1,024, H. Jensen, 13th Oct.,—Bangkok via Swatow 2nd Oct., Rice and Meal.—Asgard, Thorsen & Co.

Shinsiboku Maru, Jap. s.s. 1,010, Muto, 15th Oct.,—Moji 10th Oct., Coal.—O. S. K.

Taming, Br. s.s. 1,350, G. H. Pennington, 15th Oct.,—Manila 12th Oct., Hemp and Gun.—B. & S.

Tijpanas, Dut. s.s. 2,044, J. B. v. Damme, 18th Oct.,—Manila 15th Oct., Hemp and Gen.—B. & S.

Talant, Ger. s.s. 1,022, F. Bücking, 13th Oct.,—Bangkok 6th Oct., Rice and Meal.—B. & S.

Yatlong, Br. s.s. 1,022, F. Bücking, 13th Oct.,—Bangkok 6th Oct., Rice and Meal.—B. & S.

Clearances at the Harbour Office.

Baogchow, for Canton.

Amboi, for Singapore.

Riggs, for Moji.

Haitan, for Swatow.

Kwangtung, for Canton.

Amakai, for Canton.

Swatow, for Shanghai.

Duffin Maru, for Swatow.

Victoria, for Hoilow.

Glaucus, for Singapore.

Wuhsu, for Swatow.

Hoihing, for Kwong-chow-wan.

Victoria, Swed. s.s. 988, Thos. Eckert, 15th Oct.,—Haiphong 13th Oct., Rice and Gen.—Chin.

SAILING VESSELS.

Eclipse, Br. 4-masted barque, 2,960, J. White, 28th Aug.,—Canton 27th Aug., Ballast.—S. O. Co.

Juteopolis, Br. 4-masted barque, 2,651, F. Dowling, 14th Oct.,—Canton 13th Oct., Ballast.—S. O. Co.

King George, Br. ship, 2,057, J. E. Jeffrey, 1st Aug.,—New York 9th April, Kerosine.—S. O. Co.

Lyndhurst, Br. ship, 2,242, Parnell, 16th Oct.,—Canton 15th Oct., Ballast.—S. O. Co.

Steamers Expected.

VEHICLES

From

Agent

Due

Lukchow..... Shanghai, M. & Co. Oct. 19

Aldersham..... Manila, G. L. & Co. Oct. 19

Invicta..... Singapore, F. & O. Co. Oct. 20

Ceylon..... Singapore, R. A. I. Oct. 20

Hirano Maru..... Singapore, N. Y. K. Oct. 20

Linaur..... Shanghai, B. & S. Oct. 21

Helios..... Manila, G. L. & Co. Oct. 21

Arratoon Aca..... Singapore, D. S. & Co. Oct. 22

Ceylon Maru..... Vrji, N. Y. K. Oct. 22

Soudan..... P. M. Co. Oct. 23

Nikko Maru..... Singapore, P. & O. Co. Oct. 23

Hakata Maru..... Thursday, N. Y. K. Oct. 25

Hakata Maru..... Japan, P. M. Co. Oct. 25

Emp. of China..... Vancouver, O. P. R. Co. Oct. 28

Moysi Maru..... Bombay, N. Y. K. Oct. 29

Kaga Maru..... Japan, P. M. Co. Nov. 10

DOCKS.

ASTOR HOUSE.

On Lee..... at Kowloon Dock.

Nanhai..... " "

H. M. S. Robt..... " "

TAIKOO DOCKS.

St. Enoch..... at Quarry Bay Docks

Yuncon..... " "

Szechuen..... " "

Hupet..... " "

Ocean..... " "

Locks..... " "

Kaipong..... " "

Chiyo Maru..... " "

COAST METEOROLOGICAL REGISTER.

October 16th, 1900, 4 a.m.

Bar. Th. Hu. Wind W.

Vladivostock 7 a.m. 20.21 41 90 E 1 b

Nemuro 7 a.m. 20.01 90 W 8 1 b

Hakodate 7 a.m. 20.17 90 W 8 1 b

Tokio 7 a.m. 20.30 90 W 8 1 b

Kochi 7 a.m. 20.34 90 W 8 1 b

Nagasaki 7 a.m. 20.27 90 W 8 1 b

Kagoshima 7 a.m. 20.23 90 W 8 1 b

Osime 7 a.m. 20.12 90 W 8 1 b

Ishigakijima 7 a.m. 20.93 90 W 8 1 b

Cheloo 7 a.m. 20.13 90 W 8 1 b

Wentawo 7 a.m. 20.24 90 W 8 1 b

Hankow 7 a.m. 20.06 90 W 8 1 b

Kinkiang 7 a.m. 20.12 90 W 8 1 b

Shangha 7 a.m. 20.11 90 W 8 1 b

Gutiaf 7 a.m. 20.06 90 W 8 1 b

Sharp Pei 7 a.m. 20.97 90 W 8 1 b

Amoy 7 a.m. 20.97 90 W 8 1 b

Swatow 7 a.m. 20.98 90 W 8 1 b

Taihoku 7 a.m. 20.99 90 W 8 1 b

Tulan 7 a.m. 20.01 90 W 8 1 b

Kushun 7 a.m. 20.91 90 W 8 1 b

Escadores 7 a.m. 20.80 90 W 8 1 b

Canton 7 a.m. 20.03 90 W 8 1 b

Hongkong 7 a.m. 20.02 90 W 8 1 b

Victoria Peak 7 a.m. 20.96 90 W 8 1 b

Cap Rock 7 a.m. 20.96 90 W 8 1 b

Macao 7 a.m. 20.01 90 W 8 1 b

Wuchow 7 a.m. 20.75 90 W 8 1 b

Holow 7 a.m. 20.76 90 W 8 1 b

Pahok 7 a.m. 20.76 90 W 8 1 b

Hakel 7 a.m. 20.76 90 W 8 1 b

Tourane 7 a.m. 20.97 90 W 8 1 b

C. St. James 7 a.m. 20.90 90 W 8 1 b

Apari 7 a.m. 20.76 90 W 8 1 b

Manlie 7 a.m. 20.71 90 W 8 1 b

Legaspi 7 a.m. 20.71 90 W 8 1 b

Iollo 7 a.m. 20.83 90 W 8 1 b

Cebu 7 a.m. 20.76 90 W 8 1 b

Osman 7 a.m. 20.90 90 W 8 1 b

October 16th, 1900, a.m.

Vladivostock 7 a.m. 20.51 40 57 NE 10

Nemuro 7 a.m. 20.42 40 57 NE 10

Hakodate 7 a.m. 20.13 40 57 NE 10

Tokio 7 a.m. 20.14 40 57 NE 10

Kochi 7 a.m. 20.15 40 57 NE 10

Nagasaki 7 a.m. 20.08 40 57 NE 10

Osime 7 a.m. 20.01 40 57 NE 10

Ishigakijima 7 a.m. 20.93 40 57 NE 10

Cheloo 7 a.m. 20.97 40 57 NE 10

Taihoku 7 a.m. 20.97 40 57 NE 10

Tulan 7 a.m. 20.55 40 57 NE 10

Kokku 7 a.m. 20.53 40 57 NE 10

Canton 7 a.m. 20.76 40 57 NE 10

Hongkong 7 a.m. 20.69 40 57 NE 10

Victoria Peak 7 a.m. 20.67 40 57 NE 10

Gap Rock 7 a.m. 20.71 40 57 NE 10

Macao 7 a.m. 20.71 40 57 NE 10

Wuchow 7 a.m. 20.83 40 57 NE 10

Holow 7 a.m. 20.84 40 57 NE 10

Pahok 7 a.m. 20.84 40 57 NE 10

Legaspi 7 a.m. 20.68 40 57 NE 10

Iollo 7 a.m. 20.80 40 57 NE 10

Obo 7 a.m. 20.79 40 57 NE 10

Abra 7 a.m. 20.82 40 57 NE 10

October 17th, 1900, a.m.

Vladivostok 7 a.m. 20.51 40 57 NE 10

Nemuro 7 a.m. 20.42 40 57 NE 10

Hakodate 7 a.m. 20.13 40 57 NE 10

Tokio 7 a.m. 20.14 40 57 NE 10

Kochi 7 a.m. 20.15 40 57 NE 10

Nagasaki 7 a.m. 20.08 4

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIN & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	RESERVE.	AT WORKING ACCOUNT	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION.
BANKS.									
Hongkong & Shanghai Banking Corporation	150,000	\$125	\$725	{ \$1,500,000 } { \$150,000 } { \$250,000 }	\$2,007,819	\$1,500,000	Interim of £1 for account 1909 @ ex 1/9	4 %	{ \$992 } buyers (London £1.10)
National Bank of China, Limited	99,925	67	48	{ \$4,000 } { \$3,000 }	\$30,553	\$3 (London 3/6) for 1909	565 buyers
MARINE INSURANCES.									
Canton Insurance Office, Limited	10,000	\$150	\$50	{ \$1,500,000 } { \$115,757 } { \$111,900 }	none	\$14 for 1907	74 %	\$175 sellers	
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 107,47 Tls. 118,77	Tls. 160,512	Interim of 7/6 for 1908	56 %	Tls. 115	
Union Insurance Society of Canton, Limited	15,400	\$150	\$100	{ \$1,500,000 } { \$92,948 } { \$105,149 } { \$68,400 }	\$1,464,928	Final of \$17 making \$17 for 1907 and interim of \$30 for 1908	58 %	\$847 sales	
Yangtze Insurance Association, Limited	15,000	\$100	\$60	{ \$1,000,000 } { \$994,425 } { \$109,164 }	\$7 7.67	\$12 and bonus \$3 for 1907	74 %	\$1321	
Fire INSURANCES.									
China Fire Insurance Company, Limited	10,000	\$100	\$50	{ \$1,000,000 } { \$48,668 } { \$15,803 }	\$375,341	\$6 and bonus \$2 for 1907	7 %	\$144 buyers	
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,488,473	\$368,711	\$27 for 1907	8 %	\$175 buyers	
SHIPPING.									
China and Manila Steamship Company, Limited	30,000	\$25	\$25	{ \$7,000 } { \$264,638 } { \$90,000 }	\$1,025	\$1 for 1906	...	\$81 sellers	
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$150,000 } { \$617,500 }	\$21,790	24 for year ending 30.6.1908	7 %	\$33	
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$19,267 \$18,645	Interim of \$14 for account 1909	71 %	\$11 sellers		
Indo-China Steam Navigation Co., Ltd. (Preferred) do. (Deferred)	60,000	£5	£5	{ \$10,000 } { \$240,000 }	£13,755	6/- for 1907 on Preference shares only @ ex 1/3 11/10-33, 15/-	500
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ \$70,000 } { \$50,000 }	£62,817	Final of \$1/- for 1908 and interim of 7/- for 1/10 1909	...	751 buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$10	{ \$15,000 } { \$85,000 }	\$1,503	\$1/- for year ending 10.4.1909	42 %	\$26	
REFINERIES.									225
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$8,000 } { \$10,848 }	Dr. \$5,858	\$5 for year ending 31.12.08	31 %	\$146 sales	
Union Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$15,893	\$3 for 1807	...	\$23	
Perak Sugar Cultivation Company, Limited	7,000	£10	£10	Tls. 100,000	Tls. 9,373	Tls. 30 for year ending 31.6.08	...	Tls. 334 b.	
MINING.									
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £17,000 } { £11,280 }	£11,556	Interim of 1/6 (coupon No. 12) for year ending 19.10.09	7 %	Tls. 191 buyers	
Rob Australian Gold Mining Company, Limited	150,000	£1	£1	£18/10	Dr. £2,191	No. 12 of £1=48 cents	...	\$8 sellers	
DOCKS, WHARVES & GODOWNS.									
Fenwick (Geo.) & Co., Limited	15,000	\$25	\$25	\$48,976	Dr. \$7,481	\$1.75 for year ending 31.12.08	...	\$12	
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	£50	£50	{ £50,000 } { £60,800 }	£60,800	None	...	\$64 buyers	
Hongkong and Whampoa Dock Company, Ltd.	50,000	£50	£50	{ £84,442 } { £31,100 }	£145,162	Interim of £1/4 for account 1909	12 1/2 %	\$55 sellers	
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,16	Final of Tls. 2/- for year ending 31.4.09	62 %	Tls. 751 buyers	
Shanghai and Hongkew Wharf Company, Limited	16,000	Tls. 100	Tls. 100	{ Tls. 697,577 } { Tls. 50,000 } { Tls. 185,000 }	Tls. 22,828	Final of Tls. 6 making Tls. 10 for 1908	61 %	Tls. 140 sellers	
LANDS, HOTELS & BUILDINGS.									
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 4,134	Tls. 6 for year ending 20.2.09	58 %	Tls. 105 buyers	
Central Stores, Limited	50,000	£15	£15	{ £15,000 } { £10,700 }	£24,611	\$20 on 'old and 60 cents on first new issue.	...	\$175 buyers	
Hongkong Hotel Company, Limited	8,000	£10	£10	£10,000	£10,273	Interim of £2.40 on old and 40 cents on new shares for account 1909	...	\$241 new sellers	
Hongkong Land Investment and Agency Co., Ltd.	50,000	£100	£100	£100,000	£10,473	Interim of 3/- for account 1909	61 %	\$92 sellers	
Humphrys Estate & Finance Company, Limited	150,000	£10	£10	£100,000	£5,486	60 cents for 1908	62 %	\$30 sellers	
Kowloon Land and Building Company, Limited	6,000	£50	£50	£6,161	£78	£1 for 1908	5 %	\$30 sellers	
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 } { Tls. 30,000 }	Tls. 142,404	Interim of Tls. 3 for account 1909	61 %	Tls. 120 sellers	
West Point Building Company, Limited	12,500	£50	£50	£200	£1,968	Interim of £2 for account 1909	81 %	\$41 sales	
COTTON MILLS.									
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 } { Tls. 45,939 }	Tls. 8,820	Tls. 5 for year ended 31.10.1908	38 %	Tls. 143 b.	
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	£10	£10	£100,000	£9,553	50 cents for year ended 31.7.08	62 %	\$21 sales	
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,378	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 87	
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	note	Tls. 4,839	Tls. 4 for 1908	...	Tls. 111	
Key Glass Cotton Spinning Company, Limited	4,000	Tls. 500	Tls. 500	Tls. 1,173	Tls. 15,011	Tls. 50 for 1906	...	Tls. 460	
MISCELLANEOUS.									
Bell's Asbestos Eastern Agency, Limited	5,604	£1/8	£1/8	£1,500	£648	15 % per share for 1908	9 %	\$10 sellers	
China-Borneo Company, Limited	60,000	£10	£10	£40,000	Nil.	£1.10 or 1903	...	\$13 sellers	
China Light and Power Company, Limited	10,000	£10	£10	£10,000	£61,138	50 cents for year ended 31.12.08	...	\$61 sellers	
do. do. special shares	50,000	£10	£10	£10,000	13,407	80 cents for 1908	81 %	\$30 sellers	
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	£100,000	£48	£1-30 for year ending 31.7.08	71 %	\$171 buyers	
Dairy Farm Company, Limited	40,000	£71	£6	£10,000	£3,75	Interim of 3/- for account 1909	10 %	\$88 sellers	
Green Island German Company, Limited	400,000	£10	£10	£10,000	£3,75	80 cents for year ending 31.12.08	8 %	\$121	
H. Price & Company, Limited	15,000	£10	£10	£5,000	£1,70	£1-30 cents for account 1909	6 %	\$20	
Hongkong Electric Company, Limited	60,000	£10	£10	none	£1,195	£1 and bonus 20 cents for year ending 29.1.09	6 %	\$180 sellers	
Hongkong Ice Company, Limited	5,000	£5	£5	£5,000	£1,616	Interim of £2 for account 1909	10 %	\$13 buyers	
Hongkong Rope Manufacturing Company, Ltd.	60,000	£10	£10	£20,000	£8,700	£1 for account 1909	81 %	Tls. 830 a.	
Maastrichtsche Mijns, Bosch- en Landbouw- pijplaten in Langka, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 147,500 } { Tls. 21,171 }	Tls. 16,052	Third quarterly of Tls. 1/4 for account 1909	7 %	\$131	
Peak Tramways Company, Limited	55,000	£10	£10	£100,000	£1,204	80 cents on fully paid shares and 8 cents on £1 paid shares for year ending 30.4.09	6 %	\$130	
Peak Tramways Company (new)	50,000	£10	£10	£100,000	£1,204	None	3 %	\$9	
Philippine Company, Limited	75,000	£10	£10	£100,000	£1,640	None	...		
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 10	Tls. 10	{ Tls. 14,820 } { Tls. 75,000 }	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	41 %	Tls. 107 sales	
South China Morning Post, Limited	6,000	£25	£25	none	None	...		\$131 buyers	
Steam Laundry Company, Limited	30,000	£25	£25	none	40 cents for year ending 31.5.08	7 %	\$35		
United Waterboat Company, Limited	50,000	£10	£10</						